

# Using Track Warrants for Realistic Operation

NMRA

Lone Star Region Convention

May 2013

DFW



# Using Track Warrants for Realistic Operations on the Lee Sub Division Texas and Southern Railroad



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# How do the railroads control trains?



# Methods to control movement of trains

- TT&TO Time Table and Train Order
- CTC Centralized Traffic Control
- ABS Automatic Block System
- DTC Direct Traffic Control
- TWC Track Warrant Control

# What is the difference between DTC and TWC?



# Difference between Direct Traffic Control and Track Warrant Control:

- DTC has fixed block boundaries
- TWC dispatcher sets boundaries when he issues TWC

- On the T&S we have combined the Clearance Form A & the TWC on a single sheet of paper

# What is a Clearance Form?





# Clearance card defined

- *No train can occupy a main track without the dispatcher's ok which is issued as a Clearance Form A*

# OK, what is a Track Warrant?



# Track Warrant

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- “Pre-written” train order form.
- Check-off boxes for most common situations.
- Fill in the blanks for most common details.

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
 \_\_\_\_\_ Make all movements at restricted speed.  
 Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
 \_\_\_\_\_ Make all movements at restricted speed  
 and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
 Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
 \_\_\_\_\_  
 OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
 Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
 Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
 All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

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- First item to be filled in is heading

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

T&S/T&P Word Form 27 Dec 2008

Mark "X" in box for each item instructed.

# Track Warrant

- Second to filled in will be Clearance Form A, if this is the first TWC issued to this train

T&S RR/T&P RWY  
Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station \_\_\_\_\_  
I have the following orders for your train:

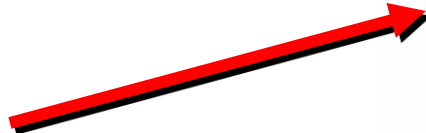
## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

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- Track Warrant  
Number is next



T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

**CLEARANCE FORM A**

Clearance No. \_\_\_\_\_ To Terminating Station \_\_\_\_\_  
I have the following orders for your train:

**TRACK WARRANT CONTROL**

No. \_\_\_\_\_

☐ 1. Track Warrant No. \_\_\_\_\_ is void.

☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 5. Not in effect until \_\_\_\_\_

☐ 6. This authority expires at \_\_\_\_\_

☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_

☐ 8. Hold main track at last named point.

☐ 9. Do not foul limits ahead of \_\_\_\_\_

☐ 10. Clear main track at last named point.

☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.

Limits occupied by train and engine.

☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.

☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_

☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_

☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.

☐ 16. Track Bulletins in effect \_\_\_\_\_

☐ 17. Other specific instructions: \_\_\_\_\_

OK \_\_\_\_\_ Dispatcher \_\_\_\_\_

Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_

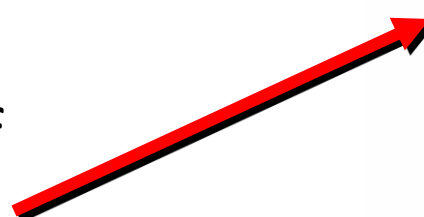
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_

All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

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- Box 1
- Will be filled in if this TWC is a subsequent track warrant



T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

**CLEARANCE FORM A**

Clearance No. \_\_\_\_\_ To Terminating Station \_\_\_\_\_  
I have the following orders for your train:

**TRACK WARRANT CONTROL**

No. \_\_\_\_\_

☐ 1. Track Warrant No. \_\_\_\_\_ is void.

☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 5. Not in effect until \_\_\_\_\_

☐ 6. This authority expires at \_\_\_\_\_

☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_

☐ 8. Hold main track at last named point.

☐ 9. Do not foul limits ahead of \_\_\_\_\_

☐ 10. Clear main track at last named point.

☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.

Limits occupied by train and engine.

☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.

☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_

☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_

☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.

☐ 16. Track Bulletins in effect \_\_\_\_\_

☐ 17. Other specific instructions: \_\_\_\_\_

OK \_\_\_\_\_ Dispatcher \_\_\_\_\_

Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_


Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_

All switches are properly aligned & locked \_\_\_\_\_



# Track Warrant

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- Box 2 
- Train moves from point to another point on main track, etc

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

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Mark "X" in box for each item instructed.



# Track Warrant

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- Box 3
- Proceed from that point to branch line etc

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

- Box 4
- Used mainly for MOW or local switcher
- TWC only applies to main line, no sidings, spurs etc

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
 Make all movements at restricted speed.  
 Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
 Make all movements at restricted speed  
 and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
 Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
 OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
 Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
 Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
 All switches are properly aligned & locked \_\_\_\_\_

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Mark "X" in box for each item instructed.

# Track Warrant

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- Box 5
- Defines start time of train issued TWC

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

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- Box 6
- Defines end time of TWC

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

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- Box 7
- Defines time TWC becomes in effect based upon arrival of another train

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_



# Track Warrant

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- Box 8
- Instructs train to remain on main track at last named point

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

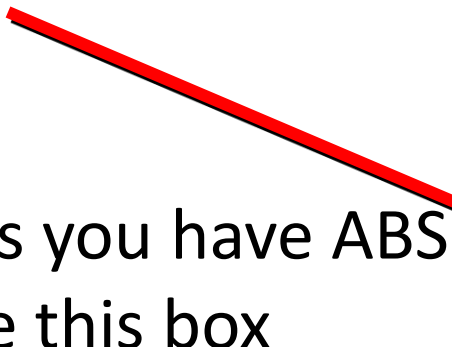
Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

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- Box 9
  - Unless you have ABS ignore this box
- 

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

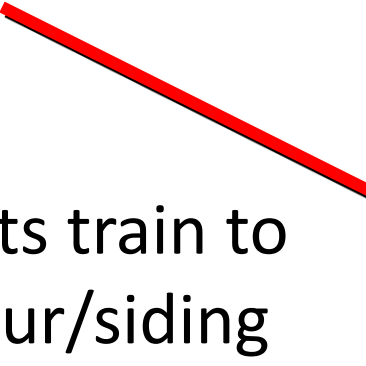
Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☒ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

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- Box 10
  - Instructs train to take spur/siding track at last named point
- 

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_



# Track Warrant

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- Box 11
- Instructs train to move at “restricted speed” which is defined *as a speed that will permit emergency stop*
- (20mph or less)

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

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- Box 12
- Primarily for MOW crews

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

T&S/T&P Word Form 27 Dec 2008

Mark "X" in box for each item instructed.

# Track Warrant

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- Box 13
- Box 14
- Instructs train to move at a specified speed between specified points

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
 Make all movements at restricted speed.  
 Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
 Make all movements at restricted speed  
 and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
 Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
 OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
 Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
 Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
 All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

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- Box 15
- Voids Rule 99: *When a train stops under circumstances in which it may be over taken by another train, flagman must go back with signals to insure full protection.*

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_

☐ 1. Track Warrant No. \_\_\_\_\_ is void.

☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 5. Not in effect until \_\_\_\_\_

☐ 6. This authority expires at \_\_\_\_\_

☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_

☐ 8. Hold main track at last named point.

☐ 9. Do not foul limits ahead of \_\_\_\_\_

☐ 10. Clear main track at last named point.

☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.

☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.

☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_

☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_

☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.

☐ 16. Track Bulletins in effect \_\_\_\_\_

☐ 17. Other specific instructions: \_\_\_\_\_

OK \_\_\_\_\_ Dispatcher \_\_\_\_\_

Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_

Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_

All switches are properly aligned & locked \_\_\_\_\_

T&S/T&P Word Form 27 Dec 2008

Mark "X" in box for each item instructed.

# Track Warrant

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- Box 16
- track bulletins listed

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_



# Track Warrant

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- Box 17
- Used for other instructions not covered by pre-printed form

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

T&S/T&P Word Form 27 Dec 2008

Mark "X" in box for each item instructed.

# Track Warrant

---

- OK
- Filled in with time & Dispatcher's initials when TWC dictated to train crew & repeated by them word for word
- TW then in effect

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
 Make all movements at restricted speed.  
 Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
 Make all movements at restricted speed  
 and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
 Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
 OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
 Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
 Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
 All switches are properly aligned & locked \_\_\_\_\_

T&S/T&P Word Form 27 Dec 2008

Mark "X" in box for each item instructed.

# Track Warrant

---

- Copied by
- Train crewman who copied TWC dictated by dispatcher

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

T&S/T&P Word Form 27 Dec 2008

Mark "X" in box for each item instructed.



# Track Warrant

---

- Relayed to
- Used when TWC has to be dictated to a 3<sup>rd</sup> party for issuance to train crew

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

# Track Warrant

- Limits
- When train reaches limits of this TWC train crew must contact dispatcher & report limits clear on that TWC at certain time & initials of crew member
- Then mark TWC "VOID"

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_

☐ 1. Track Warrant No. \_\_\_\_\_ is void.

☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.

☐ 5. Not in effect until \_\_\_\_\_

☐ 6. This authority expires at \_\_\_\_\_

☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_

☐ 8. Hold main track at last named point.

☐ 9. Do not foul limits ahead of \_\_\_\_\_

☐ 10. Clear main track at last named point.

☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.

Limits occupied by train and engine.

☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed and stop short of men or machines fouling track.

☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_

☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_

☐ 15. Protection as prescribed by Rule 99 not required Against following trains on the same track.

☐ 16. Track Bulletins in effect \_\_\_\_\_

☐ 17. Other specific instructions: \_\_\_\_\_

OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

**VOID**

# Track Warrant

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- Switches locked & lined
- As result of accidents this statement must be made by train crew before they depart originating point of this TWC

T&S RR/T&P RWY

Date \_\_\_\_\_ May 1966  
To: \_\_\_\_\_ On Lee Sub Division  
C&E \_\_\_\_\_ At \_\_\_\_\_

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. \_\_\_\_\_  
☐ 1. Track Warrant No. \_\_\_\_\_ is void.  
☐ 2. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

T&S/T&P Word Form 27 Dec 2008

Mark "X" in box for each item instructed.

All right, give me an example



# Sample Operation

- You will act as conductor on TS 222 North departing T&S Temple Yard at 0800. Your train is headed by T&P # 605, a GP 35 from the Texas and Southern's subsidiary Texas and Pacific. The second unit is a T&S GP7, # 1448.

- Temple is a division point so there were both a crew change as well as power and caboose changes. TS 222 North is a 2nd class Through Freight with limited stops. As your crew climbs aboard the train, a Temple hostler moves the previous motive power, T&S #1878, an SD24, to the loco service facilities.
- As your office for this run, you have drawn TS 9056, a modern five-window steel caboose.



# Simulated Radio Traffic

## Departing Temple Yard

- **Conductor, Train Texas Southern Two Two Two North**
- Yardmaster
- **Dispatcher 6**



# Simulated Radio Traffic

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- “Yardmaster, Temple: this is Conductor, Train TS222N holding on Track 3, over.”
- “Go ahead TS222N. Over.”
- “Yardmaster: Train TS222N requests clearance to depart Temple Yard for Glen at 0800 hours. Over.”
- “Hold one, Train TS222N, while I get clearance from the Dispatcher; Dispatcher 6: this is Yardmaster, Temple Yard (over).”
- “Go ahead, Temple.”
- “Dispatcher 6: Train TS222N is ready to depart Temple at 0800 hours and requests clearance to Glen (over).”

# Simulated Radio Traffic (cont.)

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- **“Yardmaster, Temple: Train TS222N has clearance to depart Temple for Glen at 0800. Please advise Train TS222N to contact Dispatcher 6 for track warrant. Over”**
- *“Thank you, Dispatcher 6. Yardmaster, Temple clear. Train TS222N: this is Yardmaster, Temple. Over”*
- **“Go ahead, Yardmaster.”**
- *“Train TS222N: this is Yardmaster, Temple You are cleared to depart Temple Yard for Glen. Contact Dispatcher 6 for track warrant. Over.”*
- **“Very well, Yardmaster. I will contact Dispatcher 6 for track warrant. Thank you, Yardmaster. Out.”**

## Simulated Radio Traffic (cont.)

- **Train TS222N to Dispatcher 6 (over.)**
- **“Train TS222N Prepare to copy track warrant, over.”**
- **Train TS222N ready to copy track warrant, over.”**

## Simulated Radio Traffic (cont.)

- "Train TS222N: Date 6 May 1966, to TS222N on Lee Subdivision, C&E Texas Pacific 605 at Temple.
- Clearance No 1. to terminating station.
- TS 222N, *Track Warrant No. 1901.*
- *Box No. 1, Track Warrant No. 1999 is void.*
- *Box No. 2, Proceed from Temple to Glen on main track.*
- *Two boxes marked, 1 and 2 (over)."*

## Simulated Radio Traffic (cont.)

- **“Train 222N: Date 6 May 1966, to TS 222N on Lee Subdivision, C&E TP 605 at Temple”**
- **Clearance No. 1 to terminating station.**
- **Track Warrant Control No. 1901**
- **Box No. 1 Track Warrant No. 1999 is void.**
- **Box 2. Proceed from Temple to Glen on Main Track.**
- **Two boxes marked, number 1 and 2, over.”**

## Simulated Radio Traffic (cont.)

- Track Warrant 1901 ok at 0800 hours, *(your initials)*. Over”
- Track Warrant 1901 copied by *(your initials)*, out. Thank you, Dispatcher. Out.
- (Gives engineer signal to proceed).
- Train TS222N is rolling.
- Train TS222N clear yard limits, Temple.”

# Track Warrant

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T&S RR/T&P RWY

Date 6 May 1966  
To: TS222N On Lee Sub Division  
C&E TP605 At Temple

## CLEARANCE FORM A

Clearance No. 1 To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. 1901  
☒ 1. Track Warrant No. 1999 is void.  
☒ 2. Proceed from Main Temple to Glen on \_\_\_\_\_ Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at \_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and \_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
OK 0800 Dispatcher Your initials  
Relayed to \_\_\_\_\_ Copied by Your initials  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_



- You note that your train, in addition to being superior to southbound traffic, will not have to "take siding" as you will not encounter any meets before you reach Glen. No other boxes are marked.

- After receiving your Track Warrant, you read the second form which is the wheel report. Today TS 222North has, in addition to the caboose, 9 cars, comprising 4 loads and 5 empties and measures 571 feet in length and 913 tons. Your motive power, you note, is rated at 1600 tons so they'll be no difficulty in negotiating either the 0.4% grade between Lee and Glen or the 0.3% between Glen and Silver Valley.

# TEXAS & SOUTHERN/ TEXAS & PACIFIC WHEEL REPORT

Departure from Temple Yard

Date 6 May 1966

DATE	TRAIN	TOTAL CARS	SET OUT	PICK UP	LOADS	MTS	TONS	LENGTH	# LOCOS
6 May 1966	TS 222 N	9			4	5	913	571	TP605 TS1448

- The third paper you look over is the train manifest. You note that at Glen your train will pick up 4 while setting out 0 cars.

# Extract from Switching Manifest

---

- **TRAIN TS222N**

- **Glen:**

» <<Pick-up>>

- **ATSF 145622**            **XM**
- **TP 40375**               **XM**
- **TS 22080**               **XM**
- **TS18175**               **XM**

» <<Set-Out>>

- **None**

**Passing Siding**

} Train TS222N is to pick these cars up in Glen

- During the next hour and half, your train rolls north without incident. Right on schedule you pull into Glen and glide to a halt at MP 767.0. You OS the time to Dispatcher 6.
- After the Glen switcher finishes adding your pickups to the rear of your train and reattaching your caboose you are ready to depart Glen.

- At that time you radio Dispatcher 6.
- **"Dispatcher 6, this is TS 222North, over."**
- ***"TS 222North, this is Dispatcher 6, over."***
- **"TS 222North is ready to proceed from Glen at MP 767.0 and requests a new Track Warrant, over."**



- *“TS 222N Prepare to copy. Track Warrant Number 1902, Date 6 May 1966. To TS 222 North. C&E T&P #605 At Glen. Box #1 Track Warrant No. 1901 is void. Box #2 Proceed from Glen MP 767.0 to Lee Yard Limits on Main Track. Two boxes marked, number 1 and 2. Over”*

# Track Warrant

---

T&S RR/T&P RWY

Date 6 May 1966  
To: PS222N On Lee Sub Division  
C&E TP605 At Glen

## CLEARANCE FORM A

Clearance No. \_\_\_\_\_ To Terminating Station  
I have the following orders for your train:

## TRACK WARRANT CONTROL

No. 1902  
☒ 1. Track Warrant No. 1901 is void.  
☒ 2. Proceed from Glen to Lee on  
Main Track.  
☐ 3. Proceed from \_\_\_\_\_ to \_\_\_\_\_ on  
\_\_\_\_\_ Track.  
☐ 4. Work between \_\_\_\_\_ and \_\_\_\_\_ on  
\_\_\_\_\_ Track.  
☐ 5. Not in effect until \_\_\_\_\_  
☐ 6. This authority expires at \_\_\_\_\_  
☐ 7. Not in effect until after arrival of \_\_\_\_\_ at  
\_\_\_\_\_  
☐ 8. Hold main track at last named point.  
☐ 9. Do not foul limits ahead of \_\_\_\_\_  
☐ 10. Clear main track at last named point.  
☐ 11. Between \_\_\_\_\_ and  
\_\_\_\_\_ Make all movements at restricted speed.  
Limits occupied by train and engine.  
☐ 12. Between \_\_\_\_\_ and  
\_\_\_\_\_ Make all movements at restricted speed  
and stop short of men or machines fouling track.  
☐ 13. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and  
\_\_\_\_\_  
☐ 14. Do not exceed \_\_\_\_\_ MPH between \_\_\_\_\_ and  
\_\_\_\_\_  
☐ 15. Protection as prescribed by Rule 99 not required  
Against following trains on the same track.  
☐ 16. Track Bulletins in effect \_\_\_\_\_  
☐ 17. Other specific instructions: \_\_\_\_\_  
\_\_\_\_\_  
OK \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_ Copied by \_\_\_\_\_  
Limits reported clear at \_\_\_\_\_ by \_\_\_\_\_  
All switches are properly aligned & locked \_\_\_\_\_

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Mark "X" in box for each item instructed.

- After repeating the track warrant, the Dispatcher okays the order at 0942. You respond with "Limits reported clear at 0942 by your initials."
- You give the engineer the clear to proceed signal and the GP35, with her consort, begins to move ever so slowly as TS 222North has grown in both length and weight.
- Back at your desk in the caboose, you have to update your paper work. You note in your wheel report that TS 222North departed Glen with a total of 14 cars, including your caboose, and had 8 loads and 5 empties. The length of the train was now 757 feet and 1276 tons.

TEXAS & SOUTHERN/ TEXAS & PACIFIC  
WHEEL REPORT

Departure from Glen Yard

Date 6 May 1966

DATE	TRAIN	TOTAL CARS	SET OUT	PICK UP	LOADS	MTS	TONS	LENGTH	# LOCOS
6 May 1966	TS 222 N	13		4	8	5	1276	757	TP605 TS1448

- As your train glides south through Glen's industrial area, you can get a cup of coffee.
- You OS as you pass through Silver Valley at 1100.
- You pass TBW Junction at 1200 while rolling through Thomas at 1205.
- Upon entering the limits of Thomas you again OS.

- At 1356 your train reaches the yard limits of Lee and come to a stop.

# Simulated Radio Traffic

## Arriving at Lee Yard

- **Conductor, Train TS222N**
- Yardmaster, Lee
- **Dispatcher 6**



# Simulated Radio Traffic

---

- “Dispatcher 6: this is Conductor, Train TS222N, OS at South Yard Limits Lee (over).”
- “Go ahead TS222N; I have you OS at South yard limits Lee (over)”
- “Dispatcher 6: Train TS222N requests clearance to enter Lee Yard (over)”.
- “Hold one, Train TS222N, while I get clearance from the Yardmaster; Yardmaster, Lee Yard: this is Dispatcher 6 (over).”
- *“Go ahead, Dispatcher 6.”*

# Simulated Radio Traffic

- “Yardmaster: Train TS222N is OS at South Yard Limits Lee requests clearance to enter Lee Yard (over).”
- *“Dispatcher 6: ask Train TS222N to hold at the Yard Limit; I have switching to clear the arrival track (over).”*
- “Very well, Yardmaster. Dispatcher 6 clear. Train TS222N: this is Dispatcher 6 (over)”
- “Go ahead, Dispatcher 6.”

# Simulated Radio Traffic

- **TS222N to hold at South Yard Limits Lee, until Yardmaster contacts you, over.**
- **TS222N understood, to hold at South Yard Limits Lee until contacted by Yardmaster Lee, over.**

# Simulated Radio Traffic

---

- *TS 222N this is Yardmaster Lee, over.*
- **“Yardmaster, Lee: This is Train TS222N, (over).”**
- *“Go ahead, Train TS222N.”*
- **“Yardmaster: Train TS222N requests clearance to terminate in Lee Yard (over).”**
- ***(Yardmaster checks to be sure all turnouts are properly set for Train TS222N to proceed to the Arrival Track or other designated track).***

# Simulated Radio Traffic

- *“Train TS222N: you are cleared to enter Lee Yard to (the Arrival Track) (to Track #\_\_). Notify me upon arrival (over).”*
- **“Very well, Yardmaster. Train TS222N is cleared to the Arrival Track, Lee Yard. (signals engineer to proceed). Train TS222N rolling.”**
- **“Yardmaster: Train TS222N has arrived on the Arrival Track and crew has timed out. Train TS222N clear.”**
- *“Train TS222N crew has timed out.”*

# Dispatcher and Yardmaster have many options upon which they can agree:

- Hold Train 222N at South Yard Limits Lee until further notice
- Hold Train 222N at South Yard Limits Lee until a train about to leave Lee Yard meets Train 222N in South Yard Limits Lee.
- Hold Train 222N at South Yard Limits Lee until Lee Yard is clear, then have Train 222N proceed all the way from South Yard Limits Lee directly to the Arrival Track.
- Have Train 222N proceed as far as the Yard Limit and hold; Yardmaster will tell Train 222N when it is clear to enter.
- Train 222N may be directed to the Arrival Track, to the run-around track, or to another yard track in Lee.

# TS 222N

- At Lee the motive power and caboose, along with your crew, will be replaced for TS 222 North's run to Wichita Falls and destinations north. As your train drifts down the main through the Union Passenger Station Platforms, you prepare for the end of your run.



# THE END



